FIFTY-NINTH YEAR

MONDAY SEPTEMBER 20 1909 SALT LAKE CITY UTAH

REPUBLICAN PARTY'S TASK

With Tariff Out of Way Congress Should Take Up Railroad Bill.

TAFT SUGGESTS AMENDMENTS

creation of Interstate Commerce Sourt of Appeal of Five Members.

Measses Anti-Trust Law at Length And Points Out a Number of Defects.

per Moines, In., Sept. 20,-President Taft spent a little more than four hours Des Moines today, and during that me breakfasted with U. S. Senator cummins, one of the insurgent leaders n Congress, reviewed an imposing parade of nearly 5,000 federal troops engaged in a military tournament here, and made an open air address to an amense crowd gathered from all the prounding country, in which he disussed in detail the changes he will umend in the interstate commerce and anti-trust laws. The president anounced that he would urge the estabshment of an interstate commerce cals from rates fixed by the interstate

commerce commission.

He also will recommend legislation to prevent one interstate railroad company from owning stock in a competing line and compelling railroads thus earning stock to dispose of their hold-mes within a given time. ings within a given time.

Legislation to prevent the over issue

stocks and bonds and the watering st stocks and bones and the watering stocks will be strongly recommended. The giving of shippers the choice of routes in the shipping of freight is nother important provision which the

president favors.

In taking up the anti-trust law, President Taft declared that he knew of no way in which a distinction could be made between good and bad trusts, for he regared all combinations to suppriess competition and to maintain a monopoly to be in the same category whether the terms of the illegal contract should be regarded in some instances as "reasonable" or unreasonable. The president also eiscussed the proposal to except labor unless and farmers' organizations from the operation of the anti-trust law. To specifically except these organizations, he declared, would be below to be seen to the operation of the pointed a way in which they could be relieved of some of the onerous restrictions. up the anti-trust law, of some of the onerous restrictions, ow placed upon them, but at the ame time be held amenable to inactions which form of proceedure believes adequate to deal with y violations by the unions,

PREST. TAFT'S SPEECH

Fellow Citizens of Iowa-I have great pleasure in meeting such a con-course of citizens of one of the most purely agricultural states in the Union parely agricultural states in the Union—one which has enjoyed to the full the prosperity which has come to the man who has invested his money and his labor in the farm for the last decade. Towa has come to be a state in which there is great independence of view and in which the voters evercise intelligent discrimination with reference to candidates and policies that keeps those who are looking for political victories in a constant state of doubt and anxiety. "What I wish to invite your attention to this morning, is with the tariff

tion to this morning, is with the tariff bill out of the way for the time at least, what there is for he Republican party in Congress under the promises of its platform to do in the coming regular season."

zular seasion," Mr. Taft detailed the passage of the given authority to fix specific rates

ation some three years and it must be afmilted that it has not furnished the belief saninst unduly discriminatory rates with the expedition and effective-

pess which were expected.

"An examination of the decisions of the commission and resort to the courts by way of temporary injunctions, fully justified the conclusion that one of the defects of the present later-state commerce law is the delay establed by litigation in the court over the correctness of the order of the commission.

because it is a constitutional right, emething must be done to reduce its feet by way of delay so that the final and effective.

INTERSTATE COMMERCE COURT. "It is proposed now by a number of ate commerce commission, to the these appeals from the ssion by the creation of a te interstate

Barate interstate commerce court five members which shall sit in ashington and which shall be the ide or nullifythe orders of the in-state commerce commission. to commerce commission can submitted; and it is pro-to allow a single judge submitted; and it is pro-d to allow a single judg make an order staying thr seedings of the interstate comherea commission, but 60 days, and thereafter that no injunction shall be allowed against the order of the com-hission unless granted by the whole court of five members.

UNJUST CLASSIFICATION.

"A second change in the interstate commerce law ought to give to the commission the power to hear and electain complaints against unjust dassification of merchandise for transportation. It is perfectly clear flat by including articles in the same class which ought to pay different lates, a railroad can commit exactly be same kind of injustice as it would a imposing an exorbitant rate as to any one class. Hence, I have not the dightest hesitation in recommending to Congress that the power of the commission should be extended to aclude not only the fixing of rates a complaint, but also the readjusticant of classification if it proves on complaint to be unjust.

hoyde that the commission may by enter suspend, modify or annul any changes in the rules or regulations

which impose undue burdens on shippers. No doubt ought to be left with respect to the power of the commission on such a subject, because the rules and regulations of a railway are the means by which injustice may be done to the shipper. It would seem well to empower the commission to compel connecting carriers to unite in forming through route and to fix the rate and the apportionment thereof among the carriers. The commission should also be empowered to prescribe the rules and regulations unfer which the shippers shall have the privilege to designate the route over which their shipments shall be carried to the destination beyond that of the first carrier.

AGAINST ACQUIRED STOCK.

"Another most important amendment of the interstate commerce law—part of which was specifically promised in the platform—is a prohibition against any interstate railroad company acquiring stock in any competing railroad in the future, and a further provision that no railroad engaged in interstate commerce shall after a certain date hold stock in a competing railroad; and the further amendment that after the passage of the amended act no railroad company engaged in interstate commerce shall issue any additional stock or bonds or other obligations except with the approval of the commission based upon a finding by the commission that the same are issued, first, for ruproses authorized by law, and secont, for a price not less than par for stock and not less than the reasonable market value of bonds, such price being paid either in cash or in property or in services and if in property or services, though at the face value thereof as actermined by the commission. AGAINST ACQUIRED STOCK.

TRAFFIC RATES.

"In addition to amendments to the law which are looking to a rather more drastic regulation of railroad rates than heretofore, another provision should be added by which railroads may be permitted to agree upon traffic rates and make contracts with respect to rates that shall not be pooling contracts, but shall constitute agreements as to rates—provided always that such agreements shall receive the approval of the inshall receive the approval of the in-terstate commerce commission. In this wise the operation of the anti-trust law against traffic agreements between rail-roads will be abolished; and against their absolute prohibition would be substituted a requirement that such agree-ments shall meet the approval of a properly constituted tribunal.

ANTI-TRUST LAW.

"This brings me to the question of the anti-trust law. While we have not threshed the whole matter out so as to reach a definite conclusion, I am still inclined to the view that the way to make the anti-trust law more effective is to narrow its scope somewhat so that it shall not include in its prohibition and demonstrates and demonstrates and demonstrates are considered. bition and denunciation as a crime any-thing but a conspiracy or combination or contract entered into with actual intent to monopolize or suppress com-petition in interstate trade.

"At the common law all contracts in restraint of trade, except those which were called reasonable, the courts would decline to enforce.

"The anti-trust law denounces such contracts, when in restraint of interstate trade, whether criminal, whether

state trade, whether criminal, whether made with intent to monopolize or sup-press competition or without intent to

press competition or without intent to do either. The theory seemed to be that a contract in restraint of interstate trade tended to a monopoly and therefore should be denounced because of its tendency, whether there was any actual purpose on the part of the person making it to monopolize or suppress competition or not.

"This feature of the present antitust law has, it seems, weakened its force because it has seemed to bring within the condemnation of the law contracts and other arrangements which were actually innocent in their character, and which were not included in those various combinations which it was the real intent of the law to was the real intent of the law to

'If the crimes denounced in the law "If the crimes denounced in the law were confined to combinations, conspiracies and contracts made with intent to monopolize or partially monopolize interstate trade or to suppress competition in interstate trade, then the real object of the law would come within its denunciation, and no one could declare its opinion to be unreasonable in that it included a lot of innocent contracts or arrangements.

nocent contracts or arrangements. DOESN'T FAVOR LIMITATION.

"It has been suggested that the law ought to limit its denunciation to those contracts in restraint of trade that are unreasonable. It don't favor any such limitation. It seems to be proposed to leave to the judges to decide what combinations and contracts in restraint of trade ought to be permit-ted to exist and enforced on general ted to exist and enforced on general grounds of public policy—in other words, to have the court attempt to establish some line between what are called good and bad trusts, as if the suppression of competition in some cases was a good thing and in other cases was bad. I cannot agree that any such distinction can be properly

"All combinations to suppress con All combinations to suppress competition, or to maintain a monopoly in whole or in part, of interstate trade, are and should be, in violation of the anti-trust law and should be punished as such; and there is no room for the expression-reasonable -in this general view of the

"If the statute were limited to com-"If the statute were limited to combinations, conspiracies and contracts to restrain trade with intention to monopolize interstate trade or with intent to suppress competition therein, it would probably not include within its denuaciation a boycott against ralivoads going into interstate trade because such a boycott is a restraint against interstate trade with the intention to restrain it, but it is not a restraint of interstate trade with intent to either suppress or to maintain a monopoly of the goods, with respect to which the the goods, with respect to which the contract is made.

OPPOSED TO EXCEPTIONS.

OPPOSED TO EXCEPTIONS.

"I am entirely opposed to excepting from the operation of any law of general application a class of persons like laborers or working men or farmers or ministers or teachers or lawyers. Take the present anti-trust law therefore and insert a special exception to the application of that law by providing that it should not apply to the trade unions class and it would be legislation of the most vicious character; but when you make the law apply only to conspiracies seeking to suppress competition or to monopolize the trade, then the labor boycott is probably not included, simply because the statute would not seem wide enough to include it in its scope, and this result is obtained without class legislation at all.

A telegram from Private Secy. Carpeater was received this norming by Mayor Dahlman, asking if if was, possible that a suspension of the strike controversy be arranged during the president's visit.

controversy be arranged during the president's visit.

The muvor consulted President Wattles, of the street car company, who readily agreed to the proposal and announcement was at once made that all car service would be stopped for the day at 4 p. m.

can of classification if it proves on ampiain; to be unjust.

"A third amendment to the act should over an ampiain to be unjust.

"A third amendment to the act should over an act of the number of 125 arrived today from Chicago. No special effort was made to resume car service today. There have been no disorders.

The strike leaders announced today

MOON DISPROVES CLAIM OF PEARY

According to the Italian Astronomer, Signor Francesco Faccia de Schio of Bergamo.

Expected it Will Reach a Crisis This Week-Finding Greeley's Old Headquarters.

Rome, Sept. 20 .- According to the asfronomer, Signor Francesco Faccia de Schlo of Bergamo, the moon absolutely disproves Commander Peary's claim to having discovered the pole. In his dispatch to the New York Times, the explorer states that on April 6, having accomplished the six stages he had accomplished the six stages he had planned, he was favored with an opening in the clouds which permitted him to take astronomical obervations. From these he established his position as latitude 89 degress, 57 minutes. Signor Faccia points out, however, that unquestionably accurate astronomical calculations show that with the horizon at 89 degrees, 59 minutes, the amoon could not be seen at the time indicated by Commander Peary, because from midnight-day, April 6, the declination of the moon became negative—that is to say, moon became negative—that is to say, the moon was below the equator which is the natural horizon of the pole.

On this day and for the days following the moon sank still lower below the quator, and at midnight, April 6—Paris time—that is to say, the moon was already two and one-half degrees below Signor Faccia denies that refraction

on the horizon would have rendered the moon visible, and he adds that no sailor would dare, even in normal at-mospheric conditions, to determine his latitude by the stars on the horizon. GREELEY'S OLD HEADQUARTERS.

New York, Sept. 20.—Intense interest is manfested here in the finding of Gen. Greeley's old headquarters at Fort Conger by Prof. Dowald Mc-Millan, a member of Commander Peary's expedition. Many of the stories of that tradic Greeley expedition while Peary's expedition. Many of the stories of that tragic Greeley expedition which horrified the world were recalled by the relics found by Prof. McMillan. Gen. Greeley and his party had established their headquarters at Fort Conger and in the fall of 1881 and in the spring following they made their unusual dash for the pole. Returning to Fort Conger they expected their ship, the Proteus, to come for them the next spring. There they waited until 1883 not knowing that the Proteus had been shut in the lee trying to reach them. shut in the ice trying to reach them. Realizing that starvation awaited them there the party started on its track southward in which 17 of them starved

The personal papers of Gen. Greeley, and members of his party and the relics found by Prof. McMillan in the abandoned hut at Fort Conger are destined to become some of the most interesting cargo brought back to civilization by the Boosevelt. by the Hoosevelt.

A CRISIS THIS WEEK

Matters in the north pole controversy At about the same time that Dr. Frederick A. Cook arrives in New York tomorrow Commander Peary is expected at Sydney, N. S. After a formal re-ception there Commander Peary will proceed to Portland, Me., where he will be honored again and then he will come to New York, reaching this city possibly Friday. In a wireless from Battle Harbor, Labrador, Peary is quoted as saying that he would wait until Dr. Cook had submitted data and proofs of his claim to having reached the north pole on April 21, 1898, to a competent geographical body, before he himself submits the proofs which he not only contends show that he reached the pole on April 8, 1899, but the life Cook side.

on April 6, 1909, but that Dr. Cook did not go to the north pole. Dr. Cook declares that he has all of his data with him and it is in shape to properly present as soon as he reaches the city.

WHITNEY'S TESTIMONY.

The testimony of Harr y Whitney, which is being anxiously awaited is considered of prime importance in the controversy. Even Peary's supporters now believe that he largely based his denouncement of Cook on the fact that Whitney had failed to tell him at Etah that Cook had reached the pole. Dr. Cook declares that he exacted a pledge from Whitney not to reveal the fact Cook declares that he exacted a piedge from Whitney not to reveal the fact to Peary or any member of this party. Partial substantiation of Dr. Cook's statement comes in an Associated Press wireless message from Battle Harbor that Peary's cabin boy, who heard Dr. Cook's narrative of finding the north pole, was also placed under piedge not to reveal the fact to Peary. Whitney is now believed to be hunt-Whitney is now believed to be hunt-ing in the vicinity of Baffin's Bay, but may be expected at a cable or tele-

phone point any day.

DISCOUNT RATE RAISED. Rerlin, Sept. 20.—The rate of discount of the Imperial Bank of Germany was raised today from 3½ to 4 per cent. This change is the first since Feb. 16 last, when the rate was reduced from 4 per

that an effort would be made to secure an interview with President Taft on his arrival here in the hope of enlisting his services in an effort to settle the strike.

It would probably seem wise to es tablish an accusatory bureau in th department of justice to institute prose-cutions for violations of the interstate commerce law and of the anti-trust law, while it would be wise to continue the bureau of corporations, enlarging its scope somewhat perhaps to main-tain the registration of corporations and the investigation into their opera-tion so far as interstate trade is con-cerned.

"It has been found most difficult to separate the administrative from the quasi-judicial functions of the inter-state commerce commission, but it is thought that it would be wise to take away from them any responsibility in regard to the investigation of the va-lidity of their orders before the interstate commerce commission court and leave the maintenance of those orders to the department of justice when the to the department of justice when the appeal comes to be heard in the court. "The two statutes which must claim the attention of our Congress in its next session are the interstate commerce law and the anti-trust law."

"All this is in the line of performing the promises of the Republican pintform and we can certainly be discharging no higher or more sacred.

charging no higher or more sacred

duty." The precident left here at 11:18 a.

PREPARING FOR COOK'S ARRIVAL

Discoverer of North Pole Will Reach New York About 8:30 Tomorrow Morning.

NORTH POLE CONTROVERSY. A DEMONSTRATION FOR HIM. GOOD TIMBER IN NEW MEN.

Nearly 2,000 Tickets Sold for Steamer On Which Arctic Club Members Will Go to Meet Him.

America's two elamants of premier north pole honors will be at the gateway of his home port this evening. The Scandinavian-American steamer, Oscar II, with Dr. Frederick A. Cook aboard, is now approaching New York at half speed, and the friends of the Brooklyn explorer are putting the finishing touches to the big demonstration with which they intend to show tomorrow their faith in his assertion that he was the first man at the "top of the earth."

the first man at the "top of the earth."

There was a flurry among the members of the Arctic club and the Bushwick club of Brooklyn this morning, when word came that the Oscar II was only 55 miles east of Fire Island. This position would have caabled her to reach her dock here late this afternoon. Although the reception committees had received assurances last night that the steamer would be delayed so as not to interfere with their plans, and although a wireless message from Dr. Cook himself at 12:30 a. m., declared that he would meet them at 8:30 tomorrow morphis, telephones and wheless apparatus were at once put in operation to make certain that there might be no change in the original arrangements.

might be no change in the original arrangements, 2.
The local office of the Scandinavian-American line flotified the captain of the Oscar II, that he should not attempt to deck today and he repiled by wireless that he would anchor off Sandy Hook and spend the night there, starting up the harbor at daylight.

The United States revenue cutter will leave its dock at 6:30 a. m. tomorrow and neet the steamship at Quarantine in time to complete the examination of Dr. Cook and leave him free to join his friends at that point, at 8:36.

On account of the large number of On account of the large number of persons who will participate in the first greeting to Dr. Cook on this side of the Atlantic, it would have been impossible to carry out any of the original program had he landed today, Nearly 2,000 tickets have been sold for the steamer Grand Republic, on which the committee from the Arctic club will go down the bay tomorrow. Slightly in advance of the steamer will go a tug bearing Mrs. Cook and her children and the explorer's two brothers, with twazor three members of the committee.

The plan is to take Dr. Cook from

of the committee.

The plan is to take Dr. Cook from the liner aboard this tug, thus enabling him to spend the first few minutes following his arrival at Quarantine with his family. Then the tug will go alongside the Grand Republic and the explorer will be taken on board for the committee. the explorer will be taken on board for the last stage of the trip to Amer-

ican soil.

The neighbors of Dr. Cook in Brook-lyn were equally concerned when they eard that there was danger of his ar rival ahead of schedule time. At the Bushwick club, a neighborhood where the physician used to go, they had planned a rousing welcome. After a triumphal procession through

the streets of Brooklyn the explorer will reach the club house, where there will be a reception and a luncheon.

No public events have been planned for the interval between the first welcome and the dinner to be given at the Waldorf-Astoria Thursday night, Mrs. Cook and her children have taken

cook and her children have taken rooms at that hotel.

D. V. Eskensen, chairman of a committee representing all the Danish-American societies in this country, received a wireless message from Dr. Cook today, accepting the invitation to a banquet which the joint associations will give here in Dr. Cook's honor. The date has not been fixed.

INNOKO COUNTRY GREAT GOLD FIELD

Seattle, Wash., Sept. 20.—Miners re-turning from Nome. Alaska, on the steamer Victoria, which arrived yesterday, bring confirmation of the reports received from lanoko country concern-ing the stampede that is under way to the new gold fields on that stream and its tributary, the Idatarod. Fred Du-boise, who has returned after making

boise, who has returned after making a rich clean up on Yankee creek, states that the reports received from the Innoko country are not exaggerated.

"Every hole that has been put down has struck pay dirt." he said. "A faforable feature of the new field is that there are no single big pans, but all the pans are running even and paying good when we were coming down the Idatarod and the Innoko I saw hundreds of rod and the Innoko I saw hundreds omen stampeding for the new diggings.

MARRIED LONG AGO.

Joseph Coyne, American Actor, and

New York, Sept. 20.—Joseph Coyne, the American comedian, and Alexandra, Carlisle, the actress, were married on Dec. 3, 1908, according to a cablegram from London. Explaining the conceal-ment of the fact Covne said: "We wished to get along quietly until the event was so far back nobody would want to throw rice and old shoes at us. A quiet wedding saves you a lot of trouble and your friend a lot of rice.

TRIAL OF THE DELAWARE.

Washington, Sept. 20.-The Newpor the battleship Delaware, has asked the navy department for a trial trip of the versel on Oct. 20. The probability is in view of the rapidity with which the vessel is being constructed that the ship will be delivered to the government some months ahead of contract

The buttleship North Dakota is in like stage of completion at the dock of the Fore River Shipbuilding com-

PREST. TAFT'S REQUEST.

That No Attempt be Made to Run Street Cars During His Visit. Omaha, Sept. 20.—At President Taft's request no attempt will be made to run street cars in Omaha during his visit here.

GRIDIRON SQUAD GETS BUSY AGAIN

Maddock Calls His Men Out for The Season's First Practise.

Dopesters at the U Say the Eleven Will be Strong Despite Losses Of Old Warriors.

chief of all student activities at the University. This afternoon Coach Joe Mad gridiron for the first time of the season and among them are enough men o premise to give the U. a strong team this year again despite the fact that so many of the old warriors have left the eleven or have left the school entirely The 35 aspirants for gridiron honors and worship from the fair students or and worship from the fair students on the hill will have among their number this afternoon Jack Loell, who was fulback at Michigan last year. He weights 180 in the natural and is looked upon as a comer. Another new man this year from the outside is Howard Schweitzer, lete of Marmouth. Washington, high school. He looks good for a halfback among the fans at the U. Henry Richardson will also be out tonight, is the promise, despite more gloomy prospects last wek. The faculty, it is said, has under consideration today the case of Henser Grant, start quarterback of last year's team who was shut out for an affair at Logan last spring following the track meet. It is hinted that Grant may be permitted to again don his war clothes and be with the team again this year at his old position.

The training table will go into commission this evening under the eye of Miss Van Cott.

NEW YORK CITY'S RAILROAD A SUCCESS

New York, Sept. 20.—This city's new municipal ownership railroad is an unquestioned success. It has been in operation one day and in that time rearried 18,000 passengers across the new Queensboro bridge between Manhaten and Long Island City. With a two and a half cent fare the city finds that it can make a large pro-

CONEY ISLAND SEASON CLOSES WITH A TRAGEDY

New York, Sept. 20,—The last eche of the dying season of hilarty at Coney Island was the crashing of a bullet through the head of a man in bullet through the head of a man in front of a great amusement park before daylight today. Three hundred policemen had driven the last revellers of the Mardi Grass away from the resort and only a few tardy ones were to be seen on the street when two men ran up behind a third, a pistol was discharged and the third man who has not been identified, dropped to the sidewalk with a hullet in his brain. It is thought he will die.

Two men who attended a banquet at the resort were arrested. The wounded man had been at the banpuet also, but the prisoner's declar-

ed they did not know him.

GERMAN CROWN PRINCE RUNS OVER A CHILD

Berlin, Sept. 16.—While the crown prince was automobiling through the village of Hersfeld Saturday he ran over a 6-year-old boy. fracturing

the lad's skull.

The youngster had been hanging on to the tail of a wagon. He jumped off and attempted to run across the street, but fell in front of the car.

The crown prince rendered first aid to the injured, and then took the boy to a hospital. He has undertaken to provide for the boy's future if he recovers. the lad's skull.

PEARY AND PARTY PASS ST. PAUL'S ISLAND

Sydney, N. S., Sept. 20.—The Arctle Reosevelt, with Commander Robert E. Peary and the members of his party on board, passed St. Paul's Island, 65 miles north of here, at 9 o'clock this morning. The Roosevelt is expected to reach Syd-ney at 5 o'clock this afternon.

STEAMER WITH DR. COOK ABOARD PASSES FIRE ISLAND

steamer Oscar II. with Dr. Frederick A. Cook on board, passed Fire Island

at 1:30 today.

The captain of the Oscar II was notified by the officer of the Scandinavian-American line here to anchor off Sandy Hook all night. The revenue cutter will leave to meet the steamer at quarantine at 6:30 a. m. tomorrow. This will enable the plans for Dr. Cook's reconting to be carried out un-Cook's reception to be carried out un-

WALKS INTO STORE HOLDS UP FIVE MEN

Pittsburg, Sept. 20.—Walking boldly into the store of J. C. Smith, while the proprietor was counting the day's re-ceipts yesterday, a masked man cov-ered Smith and four employes with a revolver and demanded the money caped. Smith notified the authorities and after an exciting chase, in which about 200 persons, many of them armed, took part, the robber was captured.

NOT NEGROES BUT WHITES WHO NEED EDUCATION

Chicago, Sept. 20 .- Negro attendants it an educational mass meeting yesat an educational mass meeting resterday were told that it was not they who were in need of education, but the white men who took credit for every advancement the descendants of Ham had made during the last century. The statement was made by Prof. T. R. Greener of New York, who addressed a large audience in Zion African Methodist Episcopal church.

Prof. Greener spoke of the great advancement among the children of the negro race and the students in the colleges and universities. The negro had raised himself to a higher level.

said the speaker, and to him belonged "We are not to accept the state-ment that we have not done anything for ourselves," he said, "We, as a race, have accomplished almost as much as the white man and that un-der disadeantage.

much as the white man and that under disadvantage,

'The work done by the negro people of the south in educational lines
and what they have accomplished
has reached a point where nothing
would be able to root it out. The
colored students of the south today
hold up their heads, dress better, talk
better and make a better appearance
than they did in the early days and
in consequence they earn greater resin consequence they earn greater respect from their white brothers."

CHICAGO MUCH

MALIGNED CITY

Chleage, Sept. 20.—Chicago is a much maligned city, according to Rev. John Thomas, B. A., of Liverpool, England, who came to Chicago a week age full of misgivings because he had been reading the writings of W. T. Stead and had come to the conclusion that Chicago was "Heli on earth," to use his own expression. Other foreign writers and lecturers had helped along this delusion.

Today Dr. Thomas, after a week's scarch for surface indications of the existence of wholesale vice among the people of Chicago, says that he is compelled to confess he found none. He declares that from his investigations he is satisfied that Mr. Stead, was greatly mistaken, and that ceditions are not as bad in Chicago as they are in the larger cities of Great Britain.

ROBBED HIM OF HIS CASH AND CLOTHES

Birmingham, Ala., Sept. 20-Milton Garfield was held up last night by two whits men, who took off his clothes at the point of a pistol and sent the young man to his home naked. The robbers seemed angered because he had only \$1.65.

WILL PERMIT SMOKING TO DRAW MEN TO CHURCH

Dayton, O. Sept. 28.—In order to stimulate interest in the afternoon meeting for men the Rev. Thomas W. Cook, rector of St. Andrews' Episcopal church here, announces that he will permit smoking during services. Invitations have been sent broadcast asking the men to attend the meetings bringing their smoking materials—either pipes of cigars—along. The Rev. Cook's congregation is encouraging the movement.

"DOOM THE SIX-FOOT TICKETS NOW:" BELL

Grand Trunk Passenger Traffic Manager Declares it is Time to Abolish the Coupon System.

Chicago, Sept. 20 .- The first big gun to be fired by a general passenger official of a railway in the campaign for abolishing the yard-long coupon tickets came from George T. Bell, passenger traffic manager of the Grand Trunk and the Grand Trunk Pacific rallways in an address at Toledo, Ohic, to the American Association of Passenger and Ticket agents of which he is the president at its fifty-fourth annual convention. He urged the appointment of strong committees representing the transportation lines of the United States, of Canada, and of Mex-United States, of Canada, and of Mexico to report upon the necessity of radically relieving and improving the extensive but overburdened system of coupon tickets now generally in use. He also urged that these committees should consider means to secure and retain the most efficient ticket-sellers, many of whom have found better pay and better prospects in commercial life since the steam railways and navigacommissions to them.

MAY ADVANCE JOE YOUNG. Utah Railroader Slated for Better Position With Espec.

It is reported from San Francisco, that in consequence of Mr. Harriman's death, General Manager E. E. Calvin of the Southern Pacific will be given a higher position, which moves W. R. Scott, the assistant general manager to Calvin's position, and will place Scott, the assistant general manager to Calvin's position, and will place Joseph H. Young into Mr. Scott's official shoes. Mr. Young is a son of Judge Le Grand Young of this city, and began with the old Utah Central and Southern roads as an office boy, on a salary of mostly hopes. He subsequently was made general agent in this city of the Chicago & Northwestern road, was afterward made superintendent of the Utah & Northern road, superintendent of the O. R. & N., general superintendent of the Rio Grande Western, general superintendent of the Rio Grande Western, general superintendent of the Colorado & Southern, and then general superintendent of the Southern Pacific r. Young has many relatives and iends in Salt Lake who will be great

ancement. LIKES CHILDREN AS TENANTS.

Chicago, Sept. 20.—When Samuel B. Lingle yesterday gave a picule to 35 children belonging to tenants of flat hulldings owied by him. It transpired that Lingle is an exception to the ordinary landlords, who do not like to rent apartments to families with children. Lingle, not only does not object to teasints with numerous offspring, but actually advertises for such lessees.

HOW GRAND OPERA SINGERS ARE BLACKMAILED

New York, Sept. 20.—Detectives have been retained to break up an organiza-tion of men who are said to have nette-a considerable income from grand oper-singers who prefer applause to hisses Rumors several seasons old that certain Rumors several seasons old that certain open singers employed persons in the audience to applicate them, were given credence by the management of the Metropolition and Manhatias Opera Houses when they declared that such singers had been the victims of blackmail and whatever money they had given was more to prevent being alissed than to obtain applicate.

According to several well known singers, they had been approached by members of this band who had plainly informed them that unless they paid for applicate their singing would be blassed.

appliance their singing would be bised. Experience showed that those who did not pay were blesed. The managers declare that they will break up the practise.

BP. SETH WARD DEAD.

Tokic, Sept. 20.—Hishop Seth Ward of the Methodist Episcopal church, couth, died here this afternoon. The hishop, arrived in Kole last mouth on his rega-lar tour of inspection of the Methodiet missions of Japan, and he was taken ill Shortly after his arrival. Last week in was reported as gradually sicking and the fatal termination of his lilness was not unexpected.

FOR ACTION

All in Readiness for Opening Gun Of the Government Hearing Comonion.

RAILROAD OFFICIALS HERE

Preponderance in Numbers on The Side of the Defense In Evidence.

Movement to Bring About a Reasonable Readiustment of Rates Involved in Proceedings.

The hearing before the interstate ommerce commission in behalf of the shippers of Salt Lake City and Utah as against the railroads entering in this city, and their connecting eastern lines in the matter of easement in freight rates and discriminatio; against local shippers in favor of the coast cities, is set for

10 a. m., in the United States circuit court room, at the Federal building

court room, at the Federal building. In view of the widespread interest taken in the entire action and the importance of the results, it is believed that the court room will prove altogether too small for the number of citizens wishing to attend, so that it may be advantageous to hold the hearing in a much larger room, such as the city council chamber.

The clans are gathering as representing the defendant roads, the issue at stake being such that the lines immediately interested are sending out their strongest men to argue their side of the question before the commission, representatives of both the legal and freight departments, the latter officials appearing as probable witnesses,

OFFICIALS ARRIVE.

OFFICIALS ARRIVE.

In addition to the list already printed in The News, there are in town today: Frivate car 25 of the Chicago, Burlington & Quincy road, containing C. G. Burnham, assistant to the first vice president; General Atty. Hale Holden and Atty. Edwin Spencer, all of the "Q"; Traffic Manager J. G. Woodworth of the Northern Pacific, Asst. Traffic Manager W. P. Kenney of the Oreat Northern, A. J. Donnelly of the Northern Pacific roads, with a full force of stenographers, clerks and hotel car staff. Then there are, General Passenger and Ticket Agent S. K. Hooper of the D. & R. G., with Atty. James C. Jeffery of the road at Chicago; Judge F. C. Dillard, interstate commerce attorney of the Harriman lines at Chicago; General Solicitor N. H. Loomis of the Union Pacific at Omaha; General Traffic Manager J. A. Munroe of the U. P. at Omaha; H. A. Jones, freight traffic manager of the Southern Pacific at San Francisco; General Freight Agent G. W. Luce of the Southern Pacific: Passenger Traffic Manager Chas S. Fee of the Southern Pacific: E. B. Hathaway, P. E. Cranston and Charles B. Scaly of the Southern Pacific; H. S. Baker of the Chicago & Great Western, chief clerk of the Maple Leaf route: Commercial Agent J. L. Marens of the St. Louis Southwestern at Kansas City: Traffle Director Andrew J. Dutcher of the Harriman lines west of Omaha; J. A. Spellley, Denver city freight and passenger agent of the Salt Lake Route. General Counsel C. M. Dawes of the General Coursel C. M. Dawes of the C. B. & Q. is unable to be present, but is well represented in his adjutant gen-eral, Mr. Holden. In addition to the above, a number of other high officials are expected whose names were not ob-tainable this morning, so that when court opens tomorrow, the legal and official talent arrayed in front of the in-terstate commerce commission will be

something most unusual,

The local shippers, through the commercial club as complainants with the represented by Judge Dey and Traffic Commissioner S. H. Babcock of this city. The preponderance in numbers on the side of the defense does not argue at all that there is likely to be any weakness on the part of the prosecution, particularly in the matter of questioning and cross examination as the commissioners will amination as the commissioners will engage in a good deal of that them-selves, and the facts in the case have been so carefully compiled and pre-pared by the prosecution that the fact that there are more lawyers on the ne side than the other cuts no parti-

ON BEHALF OF PEOPLE.

Traffic Commissioner Babcock remarked today, this whole movement is in behalf of the people of the state of Utah, and not in behalf of any individual or company interests. The success or failure of this movement is of the utmost importance to the people of this state, in fact much more so then any other movement that has been considered here; because on the single question of transportation rests more force for good or evil than any one other question or interest. Of course there will be a great array of course, but the movement is not to embarrass them in of the carrier companies, But the movement is not to embarrass them in any way, but to bring about a reasonable adjustment rates which it has long been left that they are justly entitled to. These proceedings are necessary because of the great interest to Salt Lake City, and it is probable that many of our citizena will want to be present at the hearing, for the fate and hope of the whole intermonnials region are involved. intermountain region are involved."

St. Louis. Sapt. 20-in a wireless dispatch to the Post Dispatch received here today. Chenn H. Cartiss, who is enroute to the United States from the aviation triumphs in France, says concerning an offer to thike a series of acropiane flights in St. Leuis:

"Consider offer favorably, Locate large, smooth grounds, final answer Tuesday." The message come from the steamer alsor Wilhelm fl. The tentative date - the Curtles appearance here is Oct. 2.

CALHOUN'S TRIAL POSTPONED.